

THE WAR IN SOUTH AFRICA.

NEWS VIA CEYLON.

ARMY MOVEMENTS IN SOUTH AFRICA—DISBANDING COLONIAL REGIMENTS.

The future plans at the War Office, as regards the military movements in South Africa, have not yet been made public, but the Diamond Fields Horse and a portion of the Kimberley Mounted Infantry have been disbanded. But it is believed that the War Office do not intend recalling any troops from the Cape until the end of August. The Colonial troops will first be sent home, and then the troops taken from the garrison of India, the Government urging that it is unwise to transfer troops from winter service at the Cape to Indian garrisons in the hot season. Besides this, a thorough scheme of house-to-house visitation throughout the Boer Republics, for the seizure of arms and ammunition, will demand all troops available for some time to come.

General Buller is opposed to the disaster to the 14th Yeomanry at Lindley, especially at the death of Capt. Keith and Sir John Power. Others wounded or captured include the Earl of Longford and many well-known Etonians. Mr. Goshen's nephew, and sons of the Irish Chancellor and other Judges, and Lieut. Villiers Stuart.

GENERAL BULLER'S RECONNAISSANCE AT LINDLEY.

General Buller's reconnaissance in aid seems to have been a terrible affair. He estimates the enemy at 4,000 strong, who were extended along a ridge six miles long, but the Guards in the advance line failed to approach within a thousand yards, and the officers declare they never saw a single Boer, so thoroughly were the enemy entrenched; and our guns were unable to silence the enemy's. On the other hand, the result of our carelessness or the enemy's tactics, threw the British troops into deadly prominence and prevented them from taking cover.

Many wounded perished in the flames, despite many gallant rescues. One Lieutenant rescuing no less than twenty men. A Field Cornet, later in the day, arrived with a file of troops, requesting help. General Buller sent a doctor and ambulance and a bottle of champagne.

A few Boers were captured, and they all expressed themselves sick and tired of the war, but longed for another passage of arms with General Buller's Columns.

The ELANDFOUNTAIN AFFAIR. Details now to hand show that smart fighting, culminating in the capture of Elandfontein, took place on the 25th May. A handful of Mounted Infantry scattered a trainload of Burgers, who took possession of heaps of mining refuse and made a great stand. More British arrived, and fighting took place at close quarters, our men capturing several of the enemy. Meanwhile the women and children watched the fighting from a distance.

FIGHTING BEYOND ELANDFOUNTAIN. Before entering Elandfontein, Lord Roberts strictly inspected each of the Forts in turn, testing two machine guns. It is believed that General Buller's mysterious movements were all northward of Pretoria, with a view of preventing escapes and the removal of other prisoners.

The amount of gold President Kruger, and Commandants Botha and Botha commandeered is stated to be £5,000,000, paying officials and Commandants in 10 per cent. Bills redeemable in 1899 drawings. The hubbub caused by this was subdued by immediate cash payments.

The report that General Buller had granted the enemy an armistice is disbelieved.

THE SULTAN OF TURKEY CONGRATULATED His Majesty on the taking of Pretoria.

THE REMOVAL OF THE BRITISH PRISONERS.—A BAROISLET STATED TO NUMBER 1,200 to 1,500.

Calcutta, 12th June.

The Indian Daily News has the following from its special correspondent:—

Some of the British officers who were prisoners at Pretoria, on being ordered to prepare for departure to Noitgedacht, seized and disarmed two Boer Commandants. The numbers of British prisoners removed is variously stated to be 1,200 to 1,500, including the officers. It is stated that the Boers carried off the guns along with an immense store of provisions. General Buller tried hard to cut off their retreat, but was not in time.

The statement about Noitgedacht being unhealthy is totally denied.

INTERESTING DETAILS OF GENERAL BULLER'S FIGHT AT LINDLEY.—BURGERS DRESSED AS LADY ITALIANS.

London, 14th June.

No authentic details have yet come to hand concerning the capture of the Derbyshire at Roodepan, but Boer accounts say that the Burgers advanced in four divisions under General Steenkamp, who took, besides their prisoners, a Maxim, 1,000 Lyddite and shrapnel shells, 3,000 suits of clothing and an immense quantity of stores valued at £100,000, which was destroyed for lack of conveyance.

In a small action the next day near Vredfort, Commandant Steenkamp took 38 more prisoners, but 600 British reinforcing the Boers retired.

The bombardment of Laings Nek by General Buller's force on the 11th June was magnificently carried out. The Dorsets led the attack at Allen's Pass and were supported by the Middlesex Regiment, Warwick, 1st Yorkshires, and the 1st Dublin Fusiliers on the right flank, the 2nd Brigade being on the left.

The main point of attack was a high kopje near the pass. As the Infantry charged uphill with fixed bayonets, the enemy turned and fled, galloping towards the east and north, utterly routed. Afterwards, several white-flagged laagers were visited. Four white-washed houses being dropped from under beds, dressed up as lady laagers. The Boers captured around New-castle fired three times, and were expected at Durban yesterday night.

DURBAN BOERS' DESPATCH.—LORD KITCHENER TO COMMUNICATE WITH LORD METHUEN.

Lord Roberts' despatch shows that communications will be restored earlier than was expected, and is dated from the Trenchard at Pretoria, 8th June. The "Inhabitant," expressed these sentiments for the peace and order now prevalent. Commandant Botha's force, after the

surrender of this town, was small, but the number has increased recently, and their proximity to the town being maintained, the excellent prevented the Burgers from being down their arms and interfering with the collection of supplies, making the attack upon them unnecessary. Their position is a very strong one, practically unassailable in front, enabling them to place the main portion of their troops, which he knew were valuable. General French, on the left, had Porter's and Dickson's Cavalry Brigades, and Hutton's Mounted Infantry Brigade, and General Hamilton on the right, Broome's Cavalry Brigade, Gordon's Cavalry and Ridd's Mounted Infantry, as well as Bruce Hamilton's Mounted Infantry. Both columns met with great opposition, but at 3 in the afternoon I saw two of Hamilton's Battalions advancing on the enemy's left flank, apparently the key of their defence.

When I learnt in the morning that communications had been interrupted in my rear, I sent Hutton with all the troops I could spare to Vereeniging, with orders to push south and communicate with Lord Methuen, who I knew had a very compact force in the vicinity of Heilbron. I also sent a message to Lord Methuen to push with all speed towards the main railway damage, repairs to which are being rapidly pushed on with. I deplore the death of that gallant soldier Airle.

The message from Lord Roberts dispelling all anxiety was warmly received, and is regarded as satisfactory, especially with regard to the battle now in progress in the Transvaal.

THE RECENT NAVAL EXPERIMENT.

A Times special correspondent gives the following description of the experiment with H.M.S. *Bellona* on the 25th ult. when the *Bellona* was used as a target ship. The *Bellona*, a central battery battleship, with twin screws, was built at Portsmouth in 1878, and engaged by Maudslayi for the Turkish Government. She was then called the *Payk-i-Sherref*, and when a new vessel, was bought by the Admiralty from the Turks for a cost of £240,000. Her main construction was iron, her armor being 12in. thick, and tapering to 6in. at the extremities of the hull. This plating is backed by wood, which also varies from 16in. to 5in. The bulkheads of her central battery varied from 5in. to 6in. in thickness according to their location. Her conning-tower in the forepart of the vessel was of 5in. plating. She also had an iron deck 1in. thick on the flat, strengthened to 5in. on that part which slopes and was consequently liable to receive injury from the direct impact of projectiles. The hull displaced 4,700 tons, her engines indicated 3,200 horse power when in good condition. She was 245ft. long, 52ft. broad, and drew 21ft. when in sea-going trim. Her main armament consisted of four 25-ton muzzle-loading rifle guns, which remained on board during the experiments, as well as the quick-firing guns added at a distance of 2,000 yards. A number of dummy masts from wrecked vessels were removed from the Royal yacht, and her gun ports were open as if in action, ammunition for immediate use was around the guns, and it is reported the magazines were equipped, and cartridges actually in the holts, as would be the case in an engagement. The sea in the neighbourhood of the experimental position was unusually patrolled by a host of torpedo craft, and the approaches were well guarded.

On Saturday morning steam was continued at a fair head on board the doomed vessel, the pumps were set in full action, flooding the decks, and as the *Majestic* approached the stokers and engine-room gang jumped smartly into a vedette boat and steamed off just in time. At 11.25 am the flagship of Vice Admiral Sir Harry Rawson steamed through the narrow channel, at a speed of 12 knots and opened fire. She fired for approximately seven minutes and the practice was deadly accurate. It was estimated by onlookers that 80 per cent. of hits from big and little guns took effect. The firing from the heavy ordnance was especially worthy of praise. The *Bellona*, although her masts stood, was apparently wrecked, her funnel collapsed, her woodwork pulverized, but, although steam and smoke from the burst projectiles arose in considerable quantity, there was no appearance of ignition such as ruined the Spanish ships at Santiago. However, the prompt attendance of tugs with force-pumps and fire hose, in addition to other preparations installed on board the vessel herself, may have extinguished any but a smouldering fire. There were necessary precautions, as notes, photographs, and measurements had to be carefully recorded for leisurely analysis, and a configuration would have annihilated all traces.

Lyddite shells, as well as shells with black powder bursters, were employed, and although the central battery was an effective shield against the 6in. projectiles, the 12in. shells, in fact, everything in their course; as a matter of fact, the *Bellona* was a shambles after the first two shells fired, and the only unsatisfactory incident was the shortness of the range at which the experiments were made. One torpedo-tube mounted on board above water was dismounted by one or more large projectiles, and the torpedo automatically launched itself overhead without exploding.

The *Bellona* settled down and rested on the bottom, which was at most 6ft. or 7ft. under her keel when she was adrift; there was a momentary inclination to heel over, but she rested nearly upright.

The Admiralty yacht with the members of the Board followed up the *Majestic*, but some other yachts were towed clear of the arena, and fire was not opened till the German Emperor's *Messow* in tow of a torpedo-boat had passed safely out of range and out of danger.

The vessel will shortly be raised and towed into dock, when information gained by examination will afford valuable knowledge and perhaps guidance to officers of the Royal Navy.

A London telegram to the States on the 28th ult. reports:—

Replying in the House of Commons to-day to a question on the subject of Saturday's naval experiment, when the British first-class battleship *Majestic* fired upon and sank the old-fashioned coast defence ironclad *Bellona*, near Portsmouth, in nine minutes, the First Lord of

the Admiralty, George F. Goshen, said that to the extreme surprise of the naval men the *Bellona* did not take fire, although she was reported to have been in flames six minutes after the firing commenced. He explained that the operators, being at a distance from the war ship, were misled by volleys of steam and lyddite smoke. Goshen added that there was a slight smouldering in one cabin of the *Bellona*, but that otherwise the woodwork although shattered in every direction was not consumed by fire to any degree. The experiment was instituted specially to see whether the woodwork of the *Bellona* would burn as the woodwork of the Spanish ships destroyed by the American ships had burned.

A cable to the Sun from London says: Following recent experiments with the old war ship *Bellona* some of the newspapers are starting a campaign to procure the removal from the navy of war ships they declare obsolete. One paper pillories sixteen battleships which, declares, are death traps. The Navy League lists twenty-eight battle-ships and forty-nine cruisers containing great quantities of combustible fittings. Some critics declare they are unable to believe the statement made in the House of Commons by Goshen yesterday that the *Bellona* did not take fire.

"AVAST THERE! AVAST!" With yer 'Aboard Minded Beggars,' you're all ailing, wasting breath. What is such songs and ditties to men face to face with death?

You get up on a platform, earn yer twenty quid a day. By shouting till you're crazy that ear-splitting 'Pay, Pay, Pay.'

I've walked with women casual, so 'ave you, you can't deny. But is this the time to air the faults of men who've gone to die?

So this is what I ask you now, may be the world's my last. From Tommy on the fighting line to friends at home, Avast!

You stroll into a music hall, I go abroad and fight. Yet you shout and wave yer programmes when a girl of warts is tight. Comes dressed up like a grenadier, assumes a warlike pose.

And tells you she's the boy in red that's pulled old Kruger's nose. Then you rise in a body, you that's left behind, the dregs.

And while singing 'Rule Britannia,' starts to criticise or legs. Yer patriotism's perfect, but until real war is past. From Tommy on the fighting line such patriot rant Avast!

You send me little packages, it's kind of you I own. With a tally neatly written, 'from yer loving friends at home.' I put away yer chocolate, I smoke yer bit of weed.

And that the ones behind is friends, we all are quite agreed. But when you're 'cross Tugela, we'd 'ave give'd them every bit. For a few more guns with which to make those kaiser buggers get. So if you cannot give us both, the die is easy cast.

By Tommy on the fighting line, all luxuries Avast! And you lady Dukes, and Countesses, you Clara Vere de Veres, It's kind of you to worry how a common soldier But it is kind to use the men, whose blood may stain the earth. For advertising how you look in dresses made by Worth!

Why, if you start a sale of work, or 'nads a tambourine, D'you send yer name and photo to some tanner magazine?

So if you want our blessing, nail yer colours to the mast. But if you're all aggrantedment, then please at once Avast!

And when this bloodshed's finished, and the former known's is place. Don't porter me in muddyalls, don't karkied men disgrace. But then show me if you want to, that I did my little part. So you've kept a warm spot vacant still, for Tommy in yer cart. And if you call us 'coss,' we will all the part we share. But please of peace and 'ome, and not of jingled verse. And when with muffled drums we march, our shattered regiments past. Then pray the God of Battles to, all battles soon Avast!

MANERY EVELYN.

LATEST STEAMER MOVEMENTS.

The "Shire" Line Steamer *Merionethshire*, from Middlesbrough and London, left Singapore on the 28th inst., and is due here on or about the 2nd July.

The O. S. S. steamer *Sarpedon* left Singapore on the 27th inst. and is due in Hongkong on 2nd July.

The O. S. S. steamer *Catcha* left Singapore at 5 p.m. on 26th inst. and is due in Hongkong on 1st July.

W. B. BREWER & CO.

Further Correspondence respecting the Affairs of China. 32.50

Fruitfulness, by Emily Zola. 2.25

The Relief of Ladysmith, by John B. Atkins. 1.50

The Purple Robe, by Joseph Hocking. 1.50

Concerning Isabel Carnaby. 1.50

Travels on the Amazon, by Wallace. 4.50

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New Maps—Asia, China, India, Africa. 1.50

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23 & 25, Queen's Road, Hongkong.

THE PROVINCE OF SEANTUNG.

BY M. O'S.

Reprinted from the "HONGKONG DAILY PRESS." Price, 50 cents each. Messrs. Kelly & Walsh or Daily Press Office. Hongkong, 31st January 1900.

INTIMATIONS.

EYE-SIGHT.

NOTICE.

I AM continuing my Sight Testing Rooms in Hongkong at (W. BROWNE & CO.) which, during my absence, will be in CHARGE of Mr. McIVER, Member Ph. Socy.

REPAIRS A SPECIALITY.

FOR EUROPE AND AMERICA.

PRIVATE RESIDENTS AT THE OUTPOSTS.

A COMPLETE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST.

HONGKONG WEEKLY PRESS.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TRANSFER BOOKS of the above Company will be CLOSED on the 2nd July, 1900, on which day the CALL now advertised will be PAYABLE.

By Order.

A SHELTON HOOPER, Secretary.

Hongkong, 16th June, 1900.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-seventh day of March, 1900, the following Resolutions were passed:

1. That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since duly registered, the sum of \$125,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2. That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 9th day of July, 1900, up to the actual date of payment of the same.

By Order of the Board.

A SHELTON HOOPER, Secretary.

Hongkong, 28th March, 1900.

THE GREAT EASTERN AND CALDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A PRIVATE MEETING OF THE SHAREHOLDERS will be held on TUESDAY, the 3rd July, at 11.30 A.M., to consider some IMPORTANT COMMUNICATIONS from the Mines, which will then be placed before the meeting.

LUTGENS, EINSMANN & CO., General Agents.

Hongkong, 26th June, 1900.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, No. 7, Queen's Road, on SATURDAY, the 7th July, at 12.15 P.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 30th April, 1900, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th July, both days inclusive.

MEYER & CO., General Managers.

Hongkong, 23rd June, 1900.

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a FINAL CALL of \$0.50 per Share has been made in respect of the "B" Shares of the above named Company, and that such CALL is PAYABLE to the General Managers on the 17th day of JULY next, at the Offices of the Company, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 16th May, 1900.

THE CHRONICLE AND DIRECTORY.

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.

THE THIRTY-EIGHTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete as any one as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES for the TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts, concisely set out, and containing statistics of the trade of each Country and Port, would alone suffice to fill a large volume. The Directories and Descriptions are of—

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JAPAN

Tokyo, Yokohama, Kobe, etc.

INDO-CHINA

Hanoi, Saigon, etc.

SIAM

Bangkok, etc.

STRAITS SETTLEMENTS

Singapore, Penang, Malacca, etc.

THE MAPS AND PLANS

have been engraved by one of the most eminent firms in Great Britain and are corrected and brought up to date. They consist this year of fourteen of the following:—

COLORED PLATES OF FLAGS OF FOREIGN HORSE MAP OF THE FAR EAST MAP OF EASTERN CHINA

PLAN OF KOBE AND HYOGO PLAN OF FOREIGN SETTLEMENTS, TIENTSIN PLAN OF FOREIGN CONCESSION, SHANGHAI NEW PLAN OF HONGKONG (SHANGHAI) WITH INSET SHOWING THE EXTENDED SETTLEMENT

LARGE PLAN OF THE CITY OF VICTORIA PLAN OF PEAK DISTRICT, VICTORIA PLAN OF KOWLOON NEW TERRITORY MAP OF HONGKONG NEW TERRITORY

NEW PLAN OF SAIGON NEW PLAN OF MANILA NEW ENLARGED PLAN OF SINGAPORE PLAN OF PENANG NEW PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Text of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights, and Measures, and other Commercial Information, including:—

TREATIES WITH CHINA

Great Britain:—Nanking, 1842; Tientsin 1858; Tariff Agreement and Rules, 1858 Convention, 1860; Rules for Joint Investigation of Customs, 1860; Opium Convention, 1860; Additional Article, 1860; Convention, 1860; Chungking Convention, 1891; Thibet Sikkim Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1898; Weihaiwei Convention, 1898.

France:—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States:—Tientsin, 1858; Additional Convention, 1860; Immigration, 1894, 1898; Peking, 1861; Peking, 1880; German:—Tientsin, 1861; Peking, 1880; Szechuan Convention, 1893; Railway and Mining Concession, 1898.

Japan:—Shimonoseki, 1859; Liaochung Convention, 1895; Commercial, 1896; New Ports, 1896.

Russia:—St. Petersburg, 1831; Russian Land Trade, 1881; Port Arthur and Tientsin Agreement, 1888.

TREATIES WITH JAPAN

Great Britain, 1854; Duties Convention, 1855; Russia, Agreements as to Corea, United States Extraterritorial Treaty, 1860.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876; United States, 1882; Great Britain, 1883; Trade Regulations.

TREATIES WITH SIAM

Great Britain, 1846; France, 1833; Japan, 1833; etc.

Great Britain and France, Siam Frontier. Great Britain and Russia, Railway Convention, 1890.

CUSTOMS TARIFFS

TRADE REGULATIONS

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China, Japan, and Corea, 1865, 1877, 1881, 1884, 1886, 1889, 1890. H.B.M.'s Subjects and other Consular Fees; Charter of the Colony of Hongkong; Malay States Federation Agreement, Hongkong Code of Civil Procedure; New Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Courts Fees; Rules of Court of Consuls of Shanghai; Regulations for Foreign Companies in Japan; Chinese Consular Fees; Hongkong Licenses; Trade Marks, and Letters Patent Fees; Port Regulations for China; New Harbour Regulations for Japan, &c.

The CHRONICLE and DIRECTORY, although printed in smaller type than formerly and condensed in every possible manner, contains every year more pages. Royal Octavo—Complete with Fourteen Maps and Plans, pp. 1,448, \$8.50. Directory only, pp. 1,056, \$4.50.

It was years ago universally pronounced to be the cheapest work of the kind ever published, and although very much enlarged and improved in every way, the price in silver is now greatly below the equivalent of £1 5s. at which it was originally published.

It is published at the Office of the Hongkong Daily Press, and can be had from, and Ad

[illegible]

THE AIX-LA-CHAPELLE FIRE INSURANCE CO.
OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed
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Hongkong, 21st April, 1897.

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against FIRE at Current Rates.
DOUGLAS LAPEAUX & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

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SIEMSSSEN & CO.,
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NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

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Hongkong, 29th May, 1896. [28]

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HOTZ, S JACOB & CO.
Hongkong, 2nd April, 1900. [1022]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899,
£14,469,039.

AUTHORISED CAPITAL	£3,000,000	0	0
SUBSCRIBED CAPITAL	2,750,000	0	0
PAID-UP CAPITAL	2,750,000	0	0

L. FIRE FUNDS 2731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

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Hongkong, 22nd June, 1900. [1741

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(Established 1828).
Head Office, 15 Rue de la Banque Paris

aid-up Capital.	2,500,000	10,000,000
Liability of Shareholders.	7,500,000	11,205,000
Reserve.		79,650,384.70
Premiums to be paid-up in 1890 and following year.		
Total Guarantee.	Frcs 100,855,384.70	

Losses paid by the Company since its Establishment.

219,000,000 Francs.

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A. E. MARTY,
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Hongkong, 1st May, 1900. 1322

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J. Y. V. VERNON.
Agent.
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CAPITAL £2410,000.

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Current Rates.

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DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via Ports of Call	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 7th July, at Noon
LONDON via SUEZ CANAL	ANTENOR	Brit. str.	—	M. H. F. Jackson	BUTTERFIELD & SWIRE	To-day
LONDON via SUEZ CANAL	RENAISSANCE	Brit. str.	—	Towell	BUTTERFIELD & SWIRE	On 10th July
LONDON via SUEZ CANAL	RENAISSANCE	Brit. str.	—	C. K. McIntosh	GIBBS, LIVINGSTON & CO.	On or about 6th July
LONDON via SUEZ CANAL	RENAISSANCE	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 24th July
LIVERPOOL DIRECT	ULSTER	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 2nd July
BREMEN, via Ports of Call	OLDENBURG	Ger. str.	—	H. Prager	MELCHERS & CO.	To-day, at Noon
MARSEILLES, &c, via Ports of Call	LAOS	Fren. str.	—	Flanin	MESSAGERIES MARITIMES	On 2nd July, at 1 p.m.
MARSEILLES & LONDON	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	To-morrow, at Daylight
HAVRE & HAMBURG	MARCONI	Brit. str.	—	R. T. L. Cook, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 17th July
HAVRE & HAMBURG	SAVOIA	Ger. str.	—	Jäger	CARLOWITZ & CO.	On or about 7th Aug.
NEW YORK via SUEZ CANAL	ALESIA	Ger. str.	—	Kaeth	CARLOWITZ & CO.	On or about 20th Aug.
NEW YORK via SUEZ CANAL	ARMENIA	Ger. str.	—	Ostermann	CARLOWITZ & CO.	To-morrow
NEW YORK via SUEZ CANAL	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & CO.	On or about 24th July
NEW YORK via SUEZ CANAL	ACABA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 15th July
NEW YORK via SUEZ CANAL	ETHELDALE	Brit. str.	—	—	DODWELL & CO., LIMITED	On or about 6th July
VICTORIA, B.C., & TACOMA	L. SCHNEPP	Amer. ship	—	Kendall	SIEMSEN & CO.	End of July
VANCOUVER, via SHANGHAI, &c	GLENOCLE	Brit. str.	—	W. Frakes	DODWELL & CO., LIMITED	On 3rd July
PORTLAND, OREGON, &c	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On 18th July
SAN FRANCISCO via SHANGHAI, &c	CITY OF PEKING	Amer. str.	—	S. Thomson	DODWELL & CO., LIMITED	On 4th July
SAN FRANCISCO via SHANGHAI, &c	GARLIC	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 5th July, at Noon
SAN FRANCISCO via SHANGHAI, &c	HONGKONG MARU	Jap. str.	—	—	O. & C. S. S. Co.	On 14th July, at Noon
SAN DIEGO, &c, via KOBE, &c	THYRA	Brit. str.	—	—	TOYO KISEN KAISHA	On 21st July, at Noon
AUSTRALIAN PORTS	FUTAMI MARU	Jap. str.	—	J. Thom	BUTTERFIELD & SWIRE	On or about 30th inst.
YOKOHAMA, via NAGASAKI & KOBE	CHINGTU	Brit. str.	—	Williams	NIPPON YUSEN KAISHA	To-morrow, at Daylight
YOKOHAMA, via NAGASAKI, KOBE & YOKOHAMA	BOHILLA	Brit. str.	—	H. S. Toque, R.N.R.	BUTTERFIELD & SWIRE	On 14th July, at 4 p.m.
SHANGHAI	TOKIN	Fren. str.	—	—	MESSAGERIES MARITIMES	On or about 2nd July
SHANGHAI	MAJKA	Ger. str.	—	F. J. Cole	P. & O. S. N. Co.	On or about 6th July
SHANGHAI	KWANGSE	Brit. str.	—	G. Houtmann	SIEMSEN & CO.	To-day, at 3 p.m.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	I. Sato	BUTTERFIELD & SWIRE	On 30th inst., at Noon
SWATOW, AMOY & TAMSUI	TAMBU MARU	Jap. str.	—	H. Nagata	MITSUBI BUSSAN KAISHA	On 11th July, at Daylight
SWATOW, AMOY & TAMSUI	HAMUN	Brit. str.	—	Davis	DOUGLAS-LAPRAIK & CO.	To-day, at 10 a.m.
MANILA	SUNOKIANO	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 3rd at 7 a.m.
MANILA	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 14th July, at 4 p.m.
MANILA	FUTAMI MARU	Jap. str.	—	J. Thom	NIPPON YUSEN KAISHA	To-morrow, at Daylight
COLOMBO, HAVRE, HAVEN & HAMBURG	TUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO.	To-day, at 4 p.m.
	SAMBIA	Ger. str.	—	G. Schmidt	CARLOWITZ & CO.	On 3rd July

SHIPPING.

ARRIVALS.
 June 26, ANTENOR, British str., 3,563, M. H. F. Jackson, Foochow 25th June, General.—BUTTERFIELD & SWIRE.
 June 26, SABINE EICKMERS, British str., 680, Naebel, Foochow 24th June, Ballast.—ARMHOLD, KARBEE & CO.
 June 27, LYNEMOON, German steamer, 1,238, Heusermann, Canton 26th June, General.—SIEMSEN & CO.
 June 27, BANCA, British str., 3,793, Babst, London 23rd May and Singapore 21st June, General.—P. & O. S. N. Co.
 June 27, HANOI, French str., 740, Pannier, Haiphong and Hoihow 26th June, General.—A. R. MARTY.
 June 27, HATING, French steamer, 750, Bast, Haiphong and Hoihow 26th June, General.—A. R. MARTY.
 June 27, FINGO, Chinese str., 1,158, Barlow, Canton 27th June, General.—CHINESE.
 June 27, HERMES, Norwegian str., 840, Jensen, Canton 27th June, General.—JARDINE, MATHESON & CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 27th JUNE.
 Tategami Maru, Japanese str., for Nagasaki.
 Hermes, Norwegian str., for Hongkong.
 Thales, British str., for Hongkong.
 Min, British str., for Newcastle.
 Hokoku Maru, Japanese str., for Canton.
 Hongkong, French str., for Haiphong.
 Chantung, British str., for Swatow.
 Loyah, German str., for Bangkok.
 Diamante, British str., for Manila.
 Kaifong, British str., for Manila.

DEPARTURES.

June 27, Figue, British cruiser, for Woosung.
 June 27, PROMY, British gunboat, for Woosung.
 June 27, EMPRESS OF INDIA, British str., for Vancouver.
 June 27, CLARA, German str., for Hoihow.
 June 27, DROIMA, German str., for Pakhoi.
 June 27, ANPING MARU, Jap. str., for Swatow.
 June 27, HOKOKU MARU, Jap. str., for Canton.
 June 27, HUE, French str., for Haiphong.
 June 27, JASON, British str., for Amoy.
 June 27, HONGKONG, French str., for Haiphong.
 June 27, CHUNSONG, British str., for Swatow.
 June 27, LOYAL, German str., for Bangkok.
 June 27, DIAMANTE, British str., for Manila.
 June 27, KAIFONG, British str., for Manila.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Miles.
 Kowloon Dock.—U.S.S. Monterey, Chang-sha, Freiburg, Sungkiang, Min.
 COSMOPOLITAN Dock.—Goodwin.

SHIPPING REPORT.

The American steamer City of Peking, from San Francisco 26th May and Yokohama 18th June, had strong S.W. monsoon from the mouth of the Yangtze to port.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
 THE Company's Steamship

"HAIMUN."
 Captain Davis, will be despatched for the above ports TO-DAY, at 10 A.M.
 For Freight or Passage, apply to
DOUGLAS LARSEN & CO.,
 General Managers.
 Hongkong, 27th June, 1900. [1849]

FOR SHANGHAI.

THE Steamship

"LYEEMOON."
 Captain G. Heusermann will be despatched for the above port TO-DAY, the 26th inst., at 3 p.m.
 This Steamer has superior accommodation for First and Second Class Passengers.
 For Freight or Passage, apply to
SIEMSEN & CO.
 Hongkong, 27th June, 1900. [1842]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
 THE Company's Steamship

"YUENSANG."
 Captain P. H. Rolfe, will be despatched as above TO-DAY, the 26th inst., at 4 p.m.
 This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 26th June, 1900. [1836]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
 THE Company's Steamship

"ANTENOR."
 Captain M. H. F. Jackson, will be despatched as above TO-DAY, the 26th inst.
 For Freight apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 26th May, 1900. [1517]

NIPPON YUSEN KAISHA.

FOR MANILA.
 THE Company's Steamship

"FUTAMI MARU."
 (3,890 tons gross, Captain J. Thom), will be despatched for the above port TO-MORROW, the 26th inst., at DAYLIGHT.
 This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.
 For Freight or Passage, apply to
A. S. MIHARA,
 Manager.
 Hongkong, 27th June, 1900. [1818]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.
 THE full-powered Steamship

"ARMENIA."
 Captain Ostermann, will be despatched for the above port on or about 29th June.
 For Freight, apply to
CARLOWITZ & CO.,
 Agents.
 Hongkong, 24th May, 1900. [1420]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND-SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "THYRA" About 30th June.
 S.S. "ENNEGIA" About 31st July.
 S.S. "CARLEISLE CITY" About 20th Aug.
 S.S. "STRATHGYLE" About 15th Sept.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU on or about 30th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight, or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, China and Japan.
 Hongkong, 11th June, 1900. [14]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
 THE Company's Steamship

"TAMBU MARU."
 Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 1st July, at DAYLIGHT.
 For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
 Agents.
 Hongkong, 26th June, 1900. [15]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR MARSEILLES AND LONDON.

"MAZAGON."
 R. T. L. Cook, R.N.R. { About 29th June } Freight.

SHANGHAI.
"MALTA."
 F. J. Cole { About 6th July } Freight or Passage.

LONDON, &c.
"BENGAL."
 S. Barcham { Noon, 7th July } See Special Advertisement.

YOKOHAMA VIA NA- GASAKI and KOBE.
"BOHILLA."
 C. H. S. Toque { About 7th July } (Passing through the Inland Sea). Freight or Passage.

For Further Particulars, apply to
A. M. MARSHALL, Acting Superintendent.
 Hongkong, 27th March, 1900. [1]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer. Tons. Captain. Proposed Sailing. Steamer. Tons. Captain. Proposed Sailing.

*GLENOCLE 3,750 W. Frakes July 3 ARROYO 2,907 W. S. Thomson July 4
 QUEEN ADELIAIDE 2,832 F. McNair July 25 MONSHIRE 2,474 J. Kennedy Aug 4
 DUKE OF FIFE 3,821 J. S. Cox July 28 BRAMMAR 3,601 W. Watt Aug 25
 VICTORIA 3,502 J. Fenton Aug 7 ARROYO 2,907 W. S. Thomson Sept 15

* Calling at Amoy.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, &c.
 Excellent accommodation. First class Table, Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, &c.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the Rocky and Cascade Mountains. The Yellowstone National Park route HONGKONG TO VICTORIA, TACOMA, or PORTLAND, &c.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer, to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
 General Agents.
 Hongkong, 24th May, 1900. [10]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STRAMERS. DESTINATIONS. SAILING DATES.

INABA MARU { MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID } FRIDAY, 20th June, at DAYLIGHT.
 W. Bainbridge

FUTAMI MARU { SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE. } FRIDAY, 29th June, at DAYLIGHT.
 J. Thom

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c, apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA,
 Manager.
 Hongkong, 26th May, 1900. [12]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH-AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
OLDENBURG	THURSDAY	28th June
BAERN	THURSDAY	12th July
STUTTGART	THURSDAY	26th July
KONIG ALBERT	THURSDAY	9th August
WEIMAR	THURSDAY	23rd August
FRINZ HEINRICH	THURSDAY	6th September
PREUSSEN	THURSDAY	20th September
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October
SACHSEN	WEDNESDAY	17th October
OLDENBURG	WEDNESDAY	31st October
BAERN	WEDNESDAY	14th November
STUTTGART	WEDNESDAY	28th November
KONIG ALBERT	WEDNESDAY	12th December
FRINZ HEINRICH	WEDNESDAY	26th December

ON THURSDAY, the 28th day of June, 1900, at Noon, the Steamship "OLDENBURG" of the Norddeutscher Lloyd, Captain H. Prager, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 26th June. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 27th June, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 27th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
MELCHERS & CO.,
 AGENTS.
 Hongkong, 15th June, 1900. [9]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)

"EMPRESS OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900.
 "EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900.
 "EMPRESS OF INDIA" Comdr. O. F. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL BATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CABS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c, apply to
D. E. BROWN, General Agent,
 Pedder Street.
 Hongkong, 28th June, 1900. [9]

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE). (FREIGHT SERVICE).
 (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, MADRAS,
CALCUTTA, DIBOUTI,
EGYPT, MARSEILLES, MEDITER-
RANEAN AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd July, 1900, at
1 P.M., the Company's Steamship
"LAOS," Captain Flaudin, with
Passengers, Specie and Cargo, will
leave this port for MARSEILLES via ports of call
WITHOUT TRANSIT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M. on the 1st
July. (Parcels are not to be sent on board
July. For further Particulars, apply to the Com-
pany's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking cargo at London rates.

THE Company's Steamship

"ULYSSES."

Captain Brown, will be despatched as above
on MONDAY, the 2nd July.For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1900.

1792

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

THE Company's Steamship

"TOKIN."

will be despatched as above on or about
MONDAY, the 2nd July.For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.

Hongkong, 26th June, 1900.

2

BEN LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship

"BENALDER."

Captain C. K. McIntosh, will be despatched as
above on or about THURSDAY, the 5th prox.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th June, 1900.

1745

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"BENGAL."

Captain S. Barcham, carrying Her Majesty's
Mails, will be despatched from this port for Bombay
on SATURDAY, the 7th July, 1900, at Noon,
taking passengers and cargo for the above ports.
Suez and Valparaiso, all cargo for France, and
two for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.For further particulars, apply to
A. M. MARSHALL, Acting Superintendent.

Hongkong, 25th June, 1900.

1

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above
on SATURDAY, the 14th July, at 4 P.M.The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. First Class Saloon is situated for-
ward of the Engines.A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.For Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1900.

1780

CHINA NAVIGATION COMPANY,
LIMITED.FOR QUEENSLAND PORTS, SYDNEY
AND MELBOURNE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above
on SATURDAY, the 14th July, at 4 P.M.The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First Class Saloon is situated for-
ward of the Engines.A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the EASTERN AND
AUSTRALIAN S.S. Co. and vice versa.For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1900.

1781

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via
Shanghai, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu) THURSDAY, July 5,
at Noon.CHINA (via Shanghai,
Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu) TUESDAY, July 31,
at Noon.CITY OF RIO DE JANEIRO
(via Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama and Honolulu) SATURDAY, Aug. 25,
at Noon.THE Company's Steamship "CITY OF
PEKING" will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on THURSDAY,
the 5th July, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.
Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full, value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.C. L. GORHAM,
Acting Agent.

Hongkong, 11th June, 1900.

3

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES.MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE VIA THE
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) SATURDAY, July 14,
at Noon.DOMIC (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) TUESDAY, Aug. 7,
at Noon.CORPICO (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) SATURDAY, Sept. 1,
at Noon.THE Company's Steamship "GAELIC"
will be despatched for SAN FRAN-
CISCO via SHANGHAI, NAGASAKI,
KOBE, INLAND SEA, YOKOHAMA,
and HONOLULU on SATURDAY, the 14th
July, 1900, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.
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Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
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will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full, value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.C. L. GORHAM,
Acting Agent.

Hongkong, 11th June, 1900.

3

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS."

Captain Towell, will be despatched as above
on TUESDAY, the 10th July.For Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th June, 1900.

1665

THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR SWATOW, AMOY, AND
TAIWANPOO.

THE Company's Steamship

"ANPING MARU."

Captain I. Sato, will be despatched for the
above ports on WEDNESDAY, the 11th
July, at DAYLIGHT.For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 27th June, 1900.

1443

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE."

will be despatched for the above port on or
about the 8th July, and the
Steamship

"SIKH"

on or about the 13th July. They will be fol-
lowed by the
Steamship

"AFGHANISTAN."

For Freight, apply to
DODWELL & CO., Ld.,
Agents.

Hongkong, 12th June, 1900.

1611

SHEWAN, TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA"

will be despatched for the above port on or
about 15th July.For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st June, 1900.

1645

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS."

Captain Towell, will be despatched as above
on TUESDAY, the 10th July.For Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th June, 1900.

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Hongkong, 27th June, 1900.

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THE Steamship

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about 15th July.For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st June, 1900.

1645

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) SATURDAY, July 21,
1900, at Noon.NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) THURSDAY, Aug. 16,
1900, at Noon.AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) TUESDAY, Sept. 11,
1900, at Noon.THE Steamship "HONGKONG MARU"
will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, and HONO-
LULU on SATURDAY, the 1st July, 1900,
at Noon, taking Freight and Passengers for
Japan, the United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.
Particulars of the various routes can be had
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Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full, value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.C. L. GORHAM,
Acting Agent.

Hongkong, 4th June, 1900.

1611

FOR NEW YORK

THE 3/4 A. 11 American Ship

"L. SCHEPP"

Captain Kendall, is now loading and will be
despatched latest end of July, a.e.For Freight, apply to
SIEMSEN & CO.,
Agents.

Hongkong, 26th June, 1900.

1833

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR."

Captain Jackson, will be despatched as above
on TUESDAY, the 24th prox.For Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th June, 1900.

1753

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(Roh M. SLOAN & Co., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA."

Capt. Peterson, will be despatched for the above
port on or about 24th July.For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 30th May, 1900.

1617

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

HONGKONG.

Anping, Chinese str., 1,153, Barlow, June 22,
Chinese.Anson, British str., 2,563, Jackson, June 26,
Butterfield & Swire.Argyll, British str., 1,886, Thomson, June 23,
Doddwell & Co. Ltd.Arlene Maru, Jap. str., 1,986, Yamamoto, June 25,
Butterfield & Swire.

